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City of Lake Stevens

Traffic Impact Zone 1 Capital Improvement Framework Plan

DRAFT SEPTEMBER 2012

TRAFFIC IMPACT ZONE (TIZ)1 NEEDS

This study describes conceptual capital transportation improvements for Traffic Impact Zone (TIZ)1 to implement the Downtown Framework Plan, Grade Road Planned Business District Master Plan, and other projects identified in the city’s current Capital Improvement Plan related to northeast Lake Stevens. These improvements would ensure that the street system meets the proposed level of service (LOS E) for the TIZ 1 and support development. Estimated costs represent expenses typical for public works projects. The estimated costs are partitioned by expected funding sources, which could change based on available public funding, grants, development or private financing, or negotiated development agreements.

The Traffic Impact Zone (TIZ)1 Improvement Framework is separate from the City’s Six-Year Transportation Improvement Plan; however, projects will be evaluated annually with the City’s Six-Year Transportation Improvement Plan to ensure projects priorities are relevant given development activity and funding opportunities.

Table I is an overview of system wide transportation projects divided by project type and cost. Cost estimates include required stormwater costs. Table II provides the proposed capital projects list, with planning levels costs. Subsequent sections provide detailed descriptions of each project. Figure 1 illustrates the location of transportation network improvements for the Downtown Area.

Table I
Traffic Impact Zone 1 Planning Level Transportation Costs*

TIZ 1 Projects	Cost
Downtown Extended (DTE)	\$25,102,753
Downtown (DT)	\$18,369,397
City Total	\$43,472,150

*Planning level cost estimates include right-of-way acquisition and construction/engineering

Figure 1 – Conceptual TIZ 1 Transportation Improvement Map

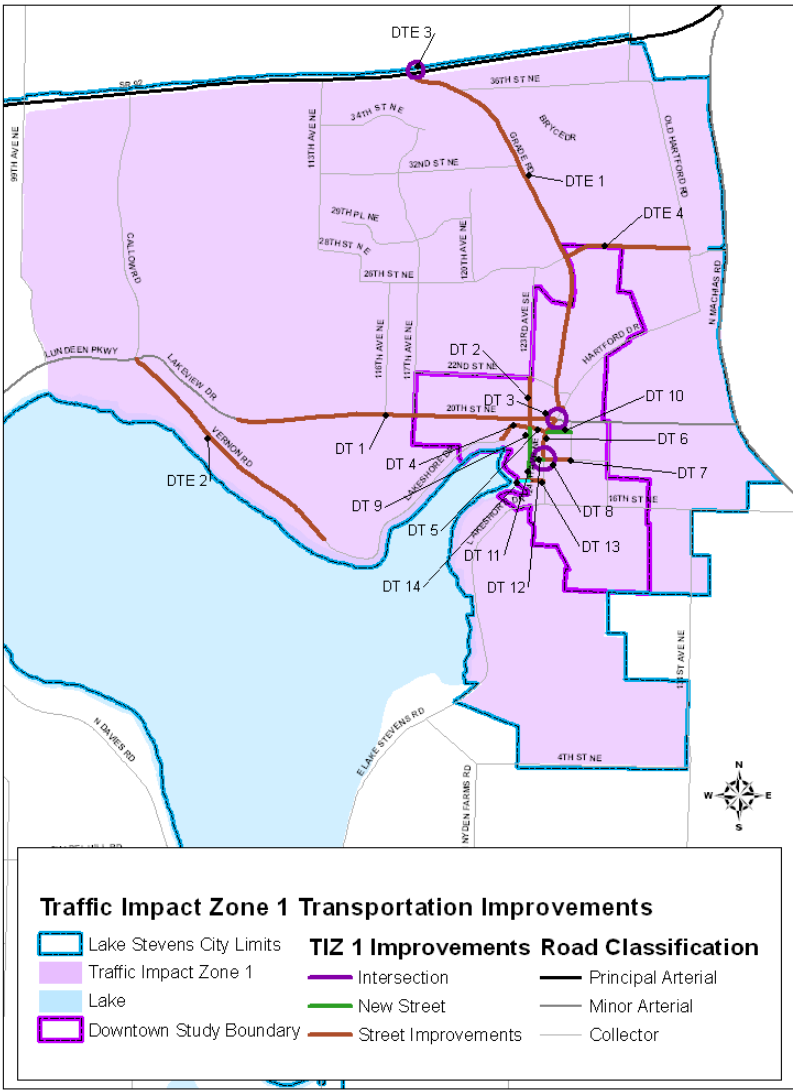


Table II
Traffic Impact Zone 1 Transportation Projects

ID #	Project	Total \$	Distribution				Estimated Cost Share			
			City			Dev	City			Dev
			Local	Mit	Grant	Incl ROW	Local	Mit	Grant	Incl ROW
DTE 1	Grade Road	\$15,607,836	5%	10%	50%	35%	\$780,392	\$1,560,784	\$7,803,918	\$5,462,742
DTE 2	20th St NE	\$1,284,475	5%	10%	20%	65%	\$64,224	\$128,447	\$256,895	\$834,909
DTE 3	SR 92 & Grade Rd RAB	\$4,105,221	5%	10%	40%	45%	\$205,261	\$410,522	\$1,642,088	\$1,847,350
DTE 4	City Campus Rd (26th NE)	\$4,105,221	25%	10%		65%	\$1,026,305	\$410,522	\$0	\$2,668,394
DT 1	20th St NE	\$1,500,257	5%	10%		85%	\$75,013	\$150,026	\$0	\$1,275,219
DT 2	123rd Ave NE	\$1,263,630	5%	10%		85%	\$63,181	\$126,363	\$0	\$1,074,085
DT 3	20th St NE & Main Int	\$1,112,004	5%	10%	20%	65%	\$55,600	\$111,200	\$222,401	\$722,802
DT 4	North Lakeshore Dr	\$788,739	5%	10%	60%	25%	\$39,437	\$78,874	\$473,243	\$197,185
DT 5	North Lakeshore Dr	\$282,920	5%	10%		85%	\$14,146	\$28,292	\$0	\$240,482
DT 6	Main Street	\$1,274,558	5%	10%		85%	\$63,728	\$127,456	\$0	\$1,083,374
DT 7	18th St NE	\$428,820	5%	10%		85%	\$21,441	\$42,882	\$0	\$364,497
DT 8	18th St NE	\$1,287,281		10%		90%	\$0	\$128,728	\$0	\$1,158,553
DT 9	123rd Ave NE	\$4,040,621		10%		90%	\$0	\$404,062	\$0	\$3,636,559
DT 10	19th St NE	\$2,649,804		5%		95%	\$0	\$132,490	\$0	\$2,517,313
DT 11	123rd Ave NE	\$1,094,300	5%	10%		85%	\$54,715	\$109,430	\$0	\$930,155
DT 12	18th Pl NE	\$808,375	5%	5%		90%	\$40,419	\$40,419	\$0	\$727,538
DT 13	17th Pl NE	\$899,614	5%	10%		85%	\$44,981	\$89,961	\$0	\$764,672
DT 14	17th Pl NE	\$938,474	5%	10%		85%	\$46,924	\$93,847	\$0	\$797,703
Totals		\$43,472,150					\$2,595,766	\$4,174,306	\$10,398,545	\$26,303,532

Notes: This table represents estimated funding sources and costs for the entire financial planning period. All estimates are subject to change depending upon financial capacity, financing markets, and other expenditures and revenues.

PROJECT DESCRIPTIONS

Project No.DTE1 – Grade Road Reconstruction

Total Cost: \$15,607,836

Target Start Date: 20XX

Description: Widen Grade Rd to a 44-foot section with sidewalks along west side only (due to critical lands along east), street lighting, street trees, some planter islands, drainage, and turn pockets at intersections.

Proposed Funding Sources: Mitigation, Grants, and Developer Contributions

Location: Grade Road between 20th Street NE and SR-92

Justification: Street network improvements to satisfy legal, health, or safety requirements, increase road capacity, pedestrian circulation and meet established LOS.

Project No.DTE2 – 20th Street NE Reconstruction

Total Cost: \$1,284,475

Target Start Date: 20XX

Description: Reconstruct 20th Street NE to include sidewalks along the south side with widened travel lanes to allow for bikes. Road will be 28-feet side. Most road improvements exist from Pilchuck. This will be a half road improvement on the south side.

Proposed Funding Sources: Mitigation, Grants, and Developer Contributions

Location: 20th Street NE east of Main Street to the Centennial Trail

Justification: Street network improvements to satisfy legal, health, or safety requirements, increase road capacity, pedestrian circulation and meet established LOS.

Project No.DTE3 – SR-92 & Grade Road Intersection

Total Cost: \$3,500,000

Target Start Date: 20XX

Description: Construct a roundabout at the intersection of SR-92 and Grade Road

Proposed Funding Sources: Mitigation, Grants, and Developer Contributions

Location: Grade Road between 20th Street NE and SR-92

Justification: Street network improvements to satisfy legal, health, or safety requirements, increase road capacity, and meet established LOS.

Project No.DTE4– City Campus

Total Cost: \$4,105,221

Target Start Date: 20XX

Description: Construct new 28-foot roadway with widened bike lane/shoulder, five-foot sidewalk along the south side due to environmental constraints, street lighting, and landscaping. Bridge will be required over critical areas.

Proposed Funding Sources: Mitigation, Grants, and Developer Contributions

Location: City Campus Road between Grade Road and Old Hartford

Justification: Street network improvements to satisfy legal, health, or safety requirements, increase road capacity, pedestrian circulation, and meet established LOS.

Project No.DT1 – 20th St NE Improvements**Total Cost:** \$ 1,500,257**Target Start Date:** 20XX**Description:** This project consists of reconstructing 930 feet of 20th Street NE to include wider sidewalks with street trees.**Proposed Funding Sources:** Mitigation, Grants, and Developer Contributions**Location:** 20th St NE - Grade Rd to 500 feet west of 123rd Ave SE**Justification:** Street improvements to satisfy legal, health, or safety requirements, increase capacity and pedestrian circulation and meet established LOS.**Project No.DT2 – 123rd Ave NE Improvements****Total Cost:** \$1,263,630**Target Start Date:** 20XX**Description:** This project consists of reconstructing 220 feet of 123rd Ave NE to include wider road section, sidewalks with street trees. Additionally, this project will include the construction of two mini-roundabouts at the intersection of 123rd Ave NE/20th Street NE and 123rd Ave NE/North Lakeshore Drive.**Proposed Funding Sources:** Mitigation and Developer Contributions**Location:** 123rd Ave NE - 20th St NE to N Lakeshore Dr**Justification:** Intersection and street improvements to satisfy legal, health, or safety requirements, increase road capacity and meet established LOS.**Project No.DT3 – 20th St NE & Main Intersection****Total Cost:** \$1,112,004**Target Start Date:** 20XX**Description:** Reconstruct intersection to include minor realignment, minor widening, bridge to remain unchanged, sidewalk improvements, ground landscaping where possible, lighting, and street trees 90th Avenue NE Connector.**Proposed Funding Sources:** Mitigation, Grants, and Developer Contributions**Location:** 20th St NE & Main Intersection**Justification:** Intersection improvements to satisfy legal, health, or safety requirements, increase road capacity and meet established LOS.**Project No.DT4 – North Lakeshore Drive Improvements****Total Cost:** \$788,739**Target Start Date:** 20XX**Description:** Shoulder widening along north side of roadway transitioning into a sidewalk with tree wells.**Proposed Funding Sources:** Mitigation, Grants, and Developer Contributions**Location:** N Lakeshore Dr between 123rd Ave NE to 550 west of intersection**Justification:** Improve pedestrian capacity, connectivity, and safety.

Project No.DT5 – North Lakeshore Drive Improvements

Total Cost: \$282,920

Target Start Date: 20XX

Description: Shoulder widening along north side of roadway transitioning into a sidewalk with tree wells

Proposed Funding Sources: Mitigation, Grants, and Developer Contributions

Location: N Lakeshore Dr between 123rd Ave NE and Main Street NE

Justification: Improve pedestrian capacity, connectivity, and safety.

Project No.DT6 – Main Street Improvements

Total Cost: \$1,274,558

Target Start Date: 20XX

Description: This project would include pedestrian and access improvements with minor intersection enhancements, streetscape and decorative street lighting enhancements.

Proposed Funding Sources: Mitigation, Grants, and Developer Contributions

Location: Main Street between 20th St NE and 17th Pl NE

Justification: Street network and pedestrian improvement to satisfy legal, health, or safety requirements.

Project No.DT7 – 18th Street NE Reconstruction

Total Cost: \$1,287,281

Target Start Date: Beyond 2018

Description: Reconstruct street to act as a public connector including one intersection at 18th St NE. The intersection will be a mini-Roundabout. The roadway will be 36-feet wide with sidewalks and tree wells.

Proposed Funding Sources: Mitigation

Location: 18th St NE between Main St and 125th Ave NE

Justification: Street network improvement to satisfy legal, health, or safety requirements, increase circulation & road capacity for consistency with the subarea plan.

Project No.DT8 – 18th Street NE Improvements

Total Cost: \$428,820

Target Start Date: Beyond 2018

Description: Construct roadside enhancements with tree bulb-outs.

Proposed Funding Sources: Mitigation, Grants, and Developer Contributions

Location: 18th Street NE / Main Street Intersection

Justification: Intersection improvements to satisfy legal, health, or safety requirements, increase pedestrian mobility, meet established LOS for consistency with the subarea plan.

Project No.DT9 – 123rd Ave NE Construction

Total Cost: \$4,040,621

Target Start Date: Beyond 2018

Description: Construct 480 feet of new road including one intersection at 18th St NE. The intersection will be constructed as a mini-roundabout. The roadway will be 36-feet wide with sidewalks and planter strip.

Proposed Funding Sources: Mitigation

Location: 123rd Ave NE - N Lakeshore Dr to 18th St NE

Justification: Street network improvements to satisfy legal, health, or safety requirements, increase road capacity, and meet established LOS.

Project No.DT10 – 19th Street NE Construction

Total Cost: \$2,649,804

Target Start Date: Beyond 2018

Description: Construct new grid road to include sidewalks on both sides of the road, planter strips, and street lighting.

Proposed Funding Sources: Mitigation

Location: 19th Street NE - Main St to 125th Ave NE

Justification: Street network and pedestrian improvement to satisfy legal, health, or safety requirements.

Project No.DT11 – 123rd Ave NE Construction

Total Cost: \$1,094,300

Target Start Date: Beyond 2018

Description: Construct 325 feet of new connector road including two intersections. Intersections will be mini-Roundabout. The roadway will be 36-feet wide with sidewalks and tree wells.

Proposed Funding Sources: Mitigation and Developer Contribution

Location: 123rd Ave NE - 18th St NE to 17th St NE

Justification: Street network improvements to satisfy legal, health, or safety requirements, increase road capacity, and meet established LOS

Project No.DT12 – 18th Place NE Construction

Total Cost: \$808,375

Target Start Date: Beyond 2018

Description: Construct new connector road (18th Place NE) between 123rd Ave NE and Main Street NE. The new road will include one uncontrolled intersection at 18th Pl NE intersection. The roadway will be 28-feet wide with sidewalks and tree wells.

Proposed Funding Sources: Mitigation and Developer Contribution

Location: 18th Place NE between Main St and 123th Ave NE

Justification: Street network improvements to satisfy legal, health, or safety requirements, increase circulation and capacity, and meet established LOS.

Project No.DT13 – 17th Place NE Construction

Total Cost: \$899,614

Target Start Date: Beyond 2018

Description: Construct new connector road including one uncontrolled intersection at 17th Place NE. The roadway will be 28 feet wide with sidewalks and tree wells.

Proposed Funding Sources: Mitigation, Grants, and Developer Contributions

Location: 17th Place NE between 123rd Ave NE and 180 feet west of 123rd Ave NE

Justification: Street network improvements to satisfy legal, health, or safety requirements, increase road capacity, and meet established LOS

Project No.DT14 – 17th Place NE Construction

Total Cost: \$938,474

Target Start Date: Beyond 2018

Description: Construct new connector road including one uncontrolled intersection at 17th Place NE. The roadway will be 28 feet wide with sidewalks and tree wells.

Proposed Funding Sources: Mitigation, Grants, and Developer Contributions

Location: 17th Place NE between Main St and 123th Ave NE

Justification: Street network improvements to satisfy legal, health, or safety requirements, increase road capacity, and meet established LOS.

FINANCING ALTERNATIVES

There are a number of financing alternatives available to the City that would provide capital for transportation improvements while providing a rational for the allocation of costs, facilitating private development, and enhancing the value of properties to be redeveloped. Funding comes from a variety of sources including, but not limited to, Federal grant or loan distributions, State grant or loan distributions, Real Estate Excise Taxes, and Developer contributions. Recently, the economic conditions has created deficiencies in grant or loan funding, as well as created new opportunities and programs. The City will determine the overall financing strategy that will likely combine a number of funding methods to meet the strategic objectives for downtown development.

Table III summarizes the primary funding mechanisms for the identified transportation projects. .

Table III Summary of Primary Funding Mechanisms

Method of Funding	Description
General Fund	General Fund revenues mainly support general government services, security of persons and property, and parks. Sources of general fund revenue include property taxes, sales tax, fines, fees, charges for services, and investment earnings.
Impact/Mitigation Fees	Fees, based on the impact of the development upon the City's infrastructure (transportation, parks, schools, etc.) assessed to offset the costs of growth to the public facilities.
Developer Contribution	Developer contributions may include direct payments, construction of improvements in lieu of fees, dedication of right of way, development agreement, and late comers agreements.
Secured Debt	Long-term (10-30 years) financing for capital projects from bonds, usually repaid from general funds, utility rates, and user fees.
Grants	Funds received from federal & state governments or other entities to fund specific projects through a competitive application.

Method of Funding	Description
LIDs	Local Improvement District (LID) is a special tax assessment fund for projects that benefit a specific geographic area and a specific needed improvement. The City issues bonds for the improvements and liens/bills the benefiting properties for their portions of the assessment.
Special Revenue Funds	Special revenue from taxes, charges for services, & other general sources, such as state shared revenues. Special Revenue Fund expenditures are limited by statute or ordinance to specific purposes. Examples are the Streets, Arterial Streets, and Hotel/Motel Tax
REET I & II	Real Estate Excise Taxes (REET) are taxes applied to sale of real estate. The City collects an amount equal to 0.5% of the transaction. The proceeds are divided equally between REET I and REET II. These funds must be used for capital projects, which includes planning, acquisition, construction, reconstruction, repair or improvement of streets, roads, sidewalks, street and road lighting systems, traffic signals, bridges, domestic water systems, storm and sanitary sewer systems, parks, recreational facilities, fire protection facilities, trails, libraries, and administrative and judicial facilities. REET II cannot be used for new construction of park, recreational, trails, law enforcement facilities, fire protection facilities, libraries, and administrative and judicial facilities.
Other / Miscellaneous	Undetermined funds not considered that may be applied to projects with or without limitations.

CONCLUSION AND REASSESSMENT

The Traffic Impact Zone 1 Capital Improvement Framework allows the City to meet concurrency requirements and the adopted levels of service for capital facilities established in the Comprehensive Plan, the Downtown Framework Plan, and Grade Road Planned Business District Master Plan. This document included a conceptual description of the capital facilities necessary to implement theses plan as envisioned. It is important to recognize that the Capital Improvement Framework relies on assumptions of likely future improvements. However, the city will reassess its needs and priorities annually based on a review of public and market demands and changing capital facility needs.